



THE LYNX.

F. V. ROCKETT, Editor.

Saturday, November 23, 1845.

Question for discussion in the Literary Society—Would the prevalence of the Roman Catholic religion, forebode danger to our free institutions?

Speaker in the affirmative, W. M. Estelle.

Speaker in the negative, C. P. Nance. Essay by F. Y. Rockett.

W. M. Estelle, Secretary.

Thursday nights mail from the South, brings intelligence of the election of A. M. Clayton, Judge of the High Court of Errors and Appeals, and General Stephen Cocke, Chancellor of the State. The democrats of course have elected their Governor and members of Congress.

Florida has elected a Whig Representative to Congress.

We committed an error last week in putting down the vote given for Governor Brown in this county, typographical, of course. Instead of 226 it is 426.

TO THE PUBLIC. BRIDGE AND TURNPIKE AT PANOLA.

I have been apprised that a report has been extensively circulated to my prejudice in this county, that I as the attorney of the Board of Police, wrote the contract between the Board & Mr Ellis, relative to the Bridge and Turnpike question. The report is positive, false and unfounded. Nor did I advise the Board upon the subject of said writing, or take any part in it whatever.

S. M. HANKINS.
Novr. 28th, 1845.

We invite attention to the communication of Franco. We assure our readers that his is not one of those visionary minds ever ready to catch at all seemingly practicable propositions with which the public mind is ever harassed, but which terminate as idly as common sense predicts that they will. His calculations are based upon obvious facts, which any one can see, if he will take the trouble to investigate. That the proposition to establish a rail-road from this place to Delta on the Mississippi river is practicable, is evidenced by many facts, and these facts are so clearly set forth in the article of our correspondent, that no one who reads them has the least room to doubt.

What is the condition of the garden portion of north Mississippi? What are our facilities for market, and what are they likely to be, unless those most immediately interested, rise above the barriers which Nature has thrown in our way? It is true, that Nature has given us a river, sometimes navigable three or four months in the year, but does that afford us a continuing facility for the purpose of supplying our continuing wants? Eight months, at least, in the year, Memphis is the only accessible point for the farmers of north Mississippi; and whether it be in the burning sun, or in the driving sleet, there their wants compel them to go. There is a vast region of country lying contiguous to the town of Panola, and from forty to an hundred miles from Memphis, which would be incredibly benefited by the construction of such a road. And there is also an extent of country lying between this point and the Mississippi river, most of which comprises as fine land as any in the world, and belonging too, most of it to the state, in its primeval wildness, which would, by the construction of a rail-road through it, soon become dense-

ly populated, and flourish equal to any country in the south. A road can be cut through it without one mile of grading. The principal difficulty is to overcome sloughs and bayous, but those who are acquainted with the country affirm, that most of those can be avoided. The proposed road can be constructed at a cost of one third less than ordinary rail-roads. There are no mountains to cut through, and no ravines to fill up, but the whole route, of only thirty five or forty miles nearly level-

RAIL-ROAD FROM PANOLA TO THE MISSISSIPPI RIVER.

Mr. Editor—In a recent visit to the North, nothing struck me so forcibly as the superior spirit of Public enterprise manifested there, to what I have seen in any portion of the South. I saw countries there, so interwoven with canals, railroads and turnpikes, as to form almost a complete network; while here, with soils equally fertile, and productive resources greatly superior, I do not see even common passable roads. I saw there men, most of whom were men of moderate means, men who had to labor with their own hands for their daily support; engage with alacrity and enthusiasm, in any work of public improvement that promised advantage to the sections of country in which they lived;—whilst here, I see men of enlightened minds, and large resources, carelessly and indifferently look upon the glorious plans of improvement that their country reveals to them at almost every step. This is something I cannot account for. Surely men here have as far-seeing and as keen an eye to their interest as they have in the North—they have more capital proportionate to their population—they have less taxation—their industrial pursuits are more richly recompensed—their labor is equally as cheap; how then is it their senses are enshrouded in such lethargic slumbers, whilst their neighbors of the North are so active, so vigilant, so energetic. I must content myself with the fact, it is for others to account for it.

I am in hopes that the late Convention at Memphis, will be the era of new and better times to this in the South—animated by the of the master minds of the age—responded to by universal popular sentiment, it cannot but promise to my mind at least, rich results.

It will at any rate put the men of the South in the proper way of thinking; and whilst they are in this way, I have thought it the most suitable time to bring before their minds, especially the citizens of Panola and the adjacent counties, the subject of a Rail way from this point to Delta, on the Mississippi river.

The Board of Police of this County at one of its last sessions, granted a road from this point to the county line where it would meet a road already cut out from Delta to that line. I am informed by the jury of review, and other gentlemen who have traveled every foot of the route, that the whole of that road from Panola to Delta is above high water mark, except 'Bobos Bayou' and a few narrow sloughs. It is as near a level as land can be, and covered with no undergrowth save cane. The distance from the town of Panola to Delta, by this route, is estimated to be from thirty three to forty miles Panola is the seat of as rich a county of land as any in North Mississippi, and is destined to become one of the greatest cotton growing counties in the state.

It has the advantage of a navigable river, [the Tallahatchie]; but that advantage is nearly counterbalanced by the fact, that low water generally prevents its navigation until some time in January; and it seldom continues longer than May,—so the Panola planter is cut off from the benefits of the early and late markets for his staple, which are usually the best.

Contiguous counties have not even the advantage of this poor and expensive mode of transportation, they are compelled to convey their cotton to Memphis in waggons, at the distance in some instances of more than one hundred miles.

These with many other circumstances point out, not only the practicability, but the good policy of a rail-way communication between the points suggested. Probably no space of ground of its distance, can be found in our country, more suited to such a work as this, and presenting fewer obstacles. The route needs little or no grading, and very light clearing and grubbing. The expense of superstructure would be small, for timber could be had for nothing.—It would be attended with no assessment of damages to land proprietors for the land is wild, and moreover belongs to the General and State Governments.

The largest items of expenditure would be in bridging Bobos Bayou Cold-water, and the few narrow sloughs that intervene between the points,—and furnishing the requisite iron. From what I have seen of the costs of similar works in the north, I believe I go to the utmost latitude in placing it at eight thousand dollars per mile.

At this rate the costs of the Rail-road, regarding it forty miles long, will be three hundred and twenty thousand dollars; which divided into shares of fifty dollars each, will constitute six thousand four hundred shares. There are at least fifty citizens of Panola county, who can well afford to take one hundred shares each; the balance of the stock can easily be distributed among the citizens of this county. I mention this to show that we ourselves are able to build this road, independent of Coahoma, and many other adjacent counties, almost equally interested with ourselves.

If individual enterprise could not accomplish this work, we could with good reason expect the aid of the State.—This road would run directly through the 500,000 acres of land granted to this State by General Government,—that land is yet unsold and unappropriated, and surely the enhancement of value in these lands, caused by this work, would be sufficient inducement to the State Government, if not to construct the entire road itself, at least to liberally aid by taking stock, the citizens who engage their energies and resources in it.

It is the policy of some of the Northern States, to take stock in such works as this, as soon as a certain part of private subscription is paid up, and the work under way. If other States afford this aid to the enterprise of their citizens in public works in which they are not immediately interested, cannot will not Mississippi contribute something to an enterprise that promises so much in advancing her interest by advancing the worth of her lands?

Suppose we get no aid from the State, we might then look to the Boards of Police of our respective counties.—Subscription to works of this kind is certainly within their jurisdiction, and it is and has been the common practice of the Northern States.

\$30,000 stock would hardly be felt in Panola County, as the stock would be paid in small installments. Taxation would be but little more grievous than it is now; and its results would not be wasted, but would determine to our advantage for generations to come.

Suppose this help would fail us, we might then have recourse to the capitalists of the Eastern States. This rail road would be patronized in a greater or less degree by no less than nine counties, and would convey nearly the whole cotton produced within fifty miles of this point, in every direction except the North. At the smallest estimate 100,000 bales of cotton would be annually conveyed by the road; this at the rates of 12 1/2 cents per bale, would realize 7 per cent annual dividends on the capital invested—and surely the road could be kept in repair by the profits of the transportation of passengers and merchandise—capitalists could not but regard this as a happy and safe investment of their capital.

Suppose the work accomplished, what would be its effects on our community? On, and not the smallest of its effects would be placing at the disposition of the planter the earliest and the latest markets of the season for his staple.—It would lessen the costs of getting that staple to market nearly one half.—The rate of Rail Road charges are 14 cents per ton each mile. At this rate a bale of Cotton of 400 lbs weight would be carried from Panola to Delta for 124 cents—and from Delta to New Orleans for 87 cents: costing one dollar only from Panola to New Orleans. We now pay from \$1.50 to \$2.00 per bale, by the way of the Tallahatchie river.—How much could the planter save in this one article each year, by this mode of conveyance? The savings of the planters of this county alone, would in a few years be sufficient to construct the road.

Another effect would be reduction in the price of dry goods and groceries, by the reduction in the expense of transportation.

Another effect would be the encouragement of emigration by the increased facilities of transit and transportation.

Again we would be benefited by the enhancement of the value of our property, especially our lands, caused by emigration and the cheap transport of our commodities.

We would be benefited by the increased spirit of commercial activity, that would be manifested throughout

every part of our country—instead of inactivity and lethargy, we would see keen sighted, spirited buoyant men prosecuting large schemes of individual interest, with watchful zealous enterprise. A new life would throb in the heart of our society—a new life not only in its pecuniary interests, but in its social and intellectual interests.

I acknowledge Mr. Editor I have this scheme much at heart,—and though a humble citizen of this county, having as few interests at stake as any one in it, I will be grievously disappointed, if the scheme does not take,—if it meets with no response in the hearts of those able if willing to effect its consummation.

In case sufficient interest is manifested to justify the trouble, I may in a future number of your paper, offer some plan for embodying that interest in acting.—FRANCO.

AGRICULTURE AND COMMERCE.

We are indebted for the following facts to the third of the very valuable lectures now delivering in Clinton Hall by professor Wines, on the institutions and general policy of the Hebrew commonwealth;

"A main cause of this over-valuation of commercial as compared with agricultural pursuits, I imagine to be this, that the gains of commerce he much more upon the surface, and are more open to the scrutiny and apprehension of the mass of observers, while those of agriculture, on the contrary, are of a more retiring nature, and seldom obtrude themselves on public notice. It will not therefore be deemed impertinent, nor I hope altogether uninteresting, to enter a little into this question, with the view of showing the superior importance of the cultivation of the earth, and so of vindicating the wisdom of Moses, in founding upon it alone his policy.—Great Britain is decidedly the most commercial nation on the globe. Her trade with the United States is nearly two fold that which she carries on with any other country. And yet what think you the entire annual movement of this commerce both ways amounts to?—About as much as the value of the annual crop of oats and beans in the former country." The whole foreign commerce of Great Britain, in pursuit of which she overshadows the ocean with her fleets, and plants her colonies in the most distant islands; is actually less in value than the annual grass crops in the British Islands. The bread stuffs annually extracted from our own soil amount to more than 800,000,000 bushels, and their value is almost triple that of the aggregate exports and imports of the whole country. Our grass crops worth \$150,000,000, which is just twice the value of all our exports to foreign countries. The annual Indian corn crop of Tennessee and Kentucky alone amounts to more than 125,000,000 bushels, and fully equals in worth, our exports to Great Britain and France, which constitute the bulk of all we part with to foreign countries. And what is not a little remarkable, the corn crop of those two states is precisely equal in value to the entire cotton crop grown in all the states and territories of the Union. Yet there are not wanting, in certain quarters, writers and orators who sty themselves statesmen and political economists, in whose estimation cotton is the one great interest of the country, and who imagine that now, as crewhite at New Orleans, cotton bags constitute the chief defence of the entire public prosperity and welfare. How false and deceptive are all such ideas! Why, the agricultural productions of the single commonwealth of New York exceed by several millions the whole cotton crop of the United States.

Judge Story—Mr. Webster in his eulogy on Judge Story said: "It is an awful and solemn reflection, that the bed of death brings and must bring us all to the final resting place—the grave. One may live as a conqueror, a king, or an eminent magistrate, but he must in the end die as a man. The relation between the creature and his Creator, must however, continue. The death bed at last brings man to his individuality, and the time comes when this mortal state of things must change, and then will be raised the value of the revelation Judge Story always acknowledged. He revered the scriptures, he believed in their authority, and received their truth. In all the years of his life, in his last sickness, he felt he was in the hands of a just Being. In all things he submitted to Providence, and the last words ever heard by mortal ears, were a fervent supplication to God to take him to himself.

ANECDOTE—Judge Dooley, of Georgia, was remarkable for his wit, as well as for his other talents. At one place where he attended court, he was not well pleased with the entertainment at the tavern. On the first day of the court, a hog under the name of a pig—had been cooked whole and laid on the table. No person attacked it. It was brought the next day, and the next, and treated with same respect; and it was on the table on the day on which the court adjourned. As the party finished their dinner, Judge Dooley rose from the table and in a solemn manner addressed the clerk, "Mr. Clerk," said he, "dismiss that hog upon his recognizance until the first day of the next court. He has attended so faithfully during the present term, that I don't think it will be necessary to take any security."

The Weekly National Intelligencer.

This paper being made up of such portion of the National Intelligencer proper as can be compressed within the compass of a single newspaper, continues to be issued and mailed to subscribers every Saturday at Two Dollars a year, payable in advance in all cases—no account being opened with subscribers to the weekly paper.

To bring this paper yet more nearly within the reach of such as desire to take by the year a cheap paper from the seat of the General Government, a reduction will be made in the price of it where a number of copies are ordered and paid for by any one person or association at the following rates:

For Ten Dollars six copies will be sent.
For Twenty Dollars thirteen copies; and
For each sum of Ten Dollars, above Twenty eight copies will be forwarded; so that a remittance of Fifty Dollars will command seven copies.

Publishers of papers throughout the United States and Territories, who will give a single insertion to this advertisement (with this note annexed) and send one of their papers to this office with this advertisement marked therein, shall receive the Weekly National Intelligencer for one year free of charge.

Administrators Notice.

LETTERS of Administration with the Will annexed, having been granted on the estate of Jno Bate dec'd to Allan Mathews by the Probate Court of Tallahatchie county Miss., at the November term, 1845; notice is hereby given to all persons indebted to said estate, to come forward and make immediate payment, and those having claims against said estate are requested to present the same for payment, duly authenticated within the time prescribed by law, or they will be forever barred. Given under my hand and seal at Charleston, this 12 day of Novr 1845.
ALLAN MATHESW [seal]
Administrator with the Will annexed of Jno Bate dec'd.

Administrators Notice.

LETTERS of Administration on the estate of William Quarles deceased having been granted to the undersigned by the Probate Court of Tallahatchie county Miss., at the November term thereof, 1845. Notice is hereby given to all persons indebted to said estate to come forward and make immediate payment, and those having claims against said estate are hereby notified to present them duly authenticated within the time prescribed by law, or they will be forever barred.
THOS. A. HUNT,
Administrator of Wm Quarles dec'd.

Jailor's Notice.

WEAS committed to the Jail of Panola County, by John Staley, an acting Justice of the Peace, in and for said County, as a runaway, on the 24th day of November 1845. A negro boy, supposed to be a runaway, who says his name is JAMES, and that he belongs to James Garret living about fifty miles from Memphis Tennessee, on the Road leading to Somerville Tennessee. Said boy is about 19 or 20 years of age, about five feet 8 or 9 inches high, black color, spare built, and has a slight stoppage in his speech, his clothing consists of a cotton shirt, cotton pants, and a wool hat, &c. The owner of said negro, is requested to come forward, prove property, pay charges, and take him away, or he will be dealt with as the law directs.
J. J. CADWELL, Sheriff.
Panola Nov. 21, 1845 42-11.

KEYES, WILSON & Co.,

COMMISSION MERCHANTS
31 Camp Street, NEW ORLEANS.

WOULD again tender their services to their friends and the public generally, in the sale of Cotton and the transactions of Commission business in all its branches, pledging themselves to use every exertion to promote the interest of, and render satisfaction to those who may confide business to their charge.

We have Open Policies of Insurance, to cover all shipments of Cotton consigned to our address. Those wishing Insurance will write across the face of the Bill of Lading, "Insurance wanted," and forward the original to us by mail. We shall keep all Cotton fully insured against fire here until sold.

We will furnish our friends with Bagging, Rope, Family Groceries, &c., at the lowest cash price, when ordered. Liberal cash advances will be made on Cotton or Bills of Lading, in hand.
J. W. LUMPKIN is our authorized Agent, and will promptly attend to any business consigned to him.
Oct 22d. 40-6m.

T. LIMERICK,

Commission Merchant,
74 CAMP STREET,
NEW ORLEANS
William O. Wilson, Agent.

JUST Received, a few boxes of fine COD FISH, which will be sold very low, by JOHN P. WOODHUFF.

Administrator's Notice.

LETTERS of administration having been granted to the undersigned, of the estate of John F. Oliver, deceased, by Hon. Probate Court of Panola County, at the May term, A. D. 1845.

Notice is hereby given to all persons indebted to said estate, to come forward and make immediate payment,—and those persons having claims against said estate are notified to present the same duly authenticated within the time prescribed by law, or this notice will be plead in bar of the recovery.
DIONYSIUS OLIVER, admr.

EXCHANGE HOTEL,

Memphis, Tenn.,



RATES OF CHARGES.

| | |
|------------------------------------|----------|
| Board of man per year with Lodging | \$240 00 |
| Do do without, do | 150 00 |
| Do do per month, | 12 00 |
| Do do with Lodging, | 20 00 |
| Do do per week, do | 5 00 |
| Do do per day, | 1 00 |
| Do do man and horse per day, | 1 00 |
| Dinner, | |
| Supper and Breakfast each, | |
| Lodging, | |
| Horse per day, | |
| Do single feed, | |
| Do per week, | 3 00 |
| Do per month, | 10 00 |

The proprietor has had a few years experience as host, and pledges himself to use every exertion to please the who may favor him with a call. Gentlemen from the country, are respectfully solicited to give him a call.
JOHN G. BOSTICK.

STATE OF MISSISSIPPI,

George W. Johnson, Tallahatchie county, as Executor of the last Will and Testament of Enos Harlan, by and for the said Harlan, do hereby certify that the said Harlan, died on the 24th day of November 1845, and that the said Harlan, is an ascending debtor, and therefore considered by the court that the motion be sustained, and that publication of the pendency of this suit made in the "Weekly Register," a newspaper published weekly in the town of Panola, for four successive weeks, requiring the said defendant Harlan, to appear and give special bail and plead within the time limited by law for appearance, or the estate so attached to be sold to satisfy the said plaintiff's demand and all costs and charges in the behalf expended.

A true copy from the minutes—done in office at Charleston, Mi., May 30, 1846.
Attest
A. B. BETTS, Clerk of the Court.
Bailey & Fisher, Attorneys for plaintiff.
Jan 1 12-14

REGULAR PACKET.

The new light draught and substantial steamer LAMA.

CALDWELL MASTER.
Will run this season as a regular PACKET BOAT, between the different ports on the Tallahatchie river and New Orleans.
Having been built expressly for navigation of second and third class rivers, she is thought by all who have seen her to be as well adapted to trade as any boat that has ever been in it.

The proprietor does not hesitate assuring the public that she is as safe as any boat.
Being entirely new, and built by the best of workmen, and of the best materials, her hull and machinery is superior to any afloat.
She can carry about 800 bales of cotton. For freight or passage apply on board or to Hunt & Co, agents.
January 18, 1845. 2-11

THE STATE OF MISSISSIPPI,

Tallahatchie County,
Probate Court, October Term 1845.
I SHALL on Monday the 8th day of December next, [it being the 20th Monday of said month] resign my letters of Administration on the estate of William Falkner dec'd, and my settlement of said estate with said Co. so far as I have administered. All persons interested are requested to be personally appear and show cause, why any such settlement should not be made. J. T. M. DUKE Adm'r of Wm Falkner.
Charleston Mi., Oct. 14, 1845 [40-3

WILLIAM SMITH,

(Late of the firm of Miller & Smith.)
Attorney & Counsellor at Law
PANOLA COUNTY, MISS.
WILL practice in the Circuit Court of the 8th Judicial District, Chancery Court at Holly Springs, and the Federal Court at Pontotoc. Office in Belmont. 5-11

RANGER'S NOTICE.

WAS posted by Abram McMinn, living 14 miles south west of Panola, one stallion mule, 12 hands high, some collar and harness marks, 8 or 9 years old, and appraised to \$40.
W. S. KEITH, R. P. O.

Just Printed,

A FINE lot of Warrants, Edw. J. Keith, R. P. O.